

Meeting Minutes

Community Building Subcommittee

Location: Council Chambers

Date: August 11, 2025

The meeting of the Bend City Council Community Building Subcommittee was called to order at 11:30a.m. on Monday, August 11, 2025, in City Council Chambers, 710 NW Wall Street, and online.

1. **Roll Call:** Mayor Pro Tem Megan Perkins, Councilor Franzosa, Councilor Méndez
2. **Collection System Master Plan (CSMP) Update** | Presentation by Engineering Director Ryan Oster, Principal Engineer Jason Suhr and Senior Project Engineer Lisa Cameli
 - Agenda
 - Mr. Suhr explains two different Master Plans- one regarding facility plan update at treatment plant, and this one, the collection System Master Plan. These will merge later
 - Overview
 - Collection System Infrastructure is predominantly gravity systems. Have pump stations, force mains and pressure pipes
 - Synergy Project – Water Reclamation Facility (WRF) plan update. Collection system’s land use planning projection data set given to facility plan team, working same numbers.
 - Background
 - 2014 CSMP Outcomes
 - Robust public engagement via Sewer infrastructure Advisory Group, prioritized gravity conveyance, single treatment facility, established 20-year CIP plan, public facilities plan, which was updated in 2018. Monumental effort from city for plan, discussions about high investments, resulted in solid infrastructure plan. Guiding principles established, in practice, recommendations implemented. Works well.
 - Major Project Completed
 - Big projects out of Master Plan are the Southeast Interceptor; North Interceptor Phases 1 and 2, Plant Interceptor Rehabilitation; prioritized Pump Station Decommissioning list, including both residential and regional stations, which helps with energy reduction goals, Pump Station Improvements/ Enhancements; Septic to Sewer Conversion Program, which has been very successful with a high level of neighborhood, and the SE Area Pump Station that is intended to help spur development in that area is, to be commissioned Fall 2025.
 - CSMP Update – Goals
 - Update existing assumptions around land use and population growth, evaluation of existing assets, developing a 20-year prioritized CIP in coordination with WRF Facility Plan Update project to align with Sewer CIP rate strategy, and review and improve operation/maintenance processes.



- Deliverables
 - Updated Collection System Master Plan; Updated Public Facilities Plan, sewer system management plan; New 20-year Sewer Capital Improvement Plan; pipe repair and replacement program, and recommendations for operations and maintenance process improvements
- Community Building Subcommittee Roles
 - Receive project status updates, represent public perspective and council's priorities and provide input. Four meetings planned for Subcommittee.
- Initial Tasks
 - System Assessment capacity and condition – capacity represents how much volume can be tolerated by the system before something exceeds the design capacity. Taking projections for land use and flow modeling and worked in new design criteria and assessed flow projections over time periods.
- Current Condition
 - Map shows 5, 10, and 20 year projections. Current model shows localized circumstance with surcharging near Shevlin. Overall, the City's system is in good condition. Stars on 5,10, 20 year projection maps represent areas of concern with future growth assumed. The 20 year projection shows more evenly distributed potential issues throughout the City. This is to be expected because all the needed improvements for the 20 year buildout have not been constructed yet. Assumptions around future growth were developed with the MIG consultant report, in collaboration with Growth Management and City team. Report assumes the Comprehensive Plan vision with zoning and density projections. City will update the current model including new improvements under construction.
 - Engineering Director Ryan Oster notes that in 2014, the Collection System Master Plan identified that the southeast interceptor was needed, which was then built. Discovering now through the modeling process, are that priorities may change according to data. City is conservative in using and adjusting the model, using all available data and relevant plans. In 2020, a diversion manhole created and pulled flow from central interceptor to southeast interceptor.
- System Capacity
 - Table summarizes preliminary findings over the 20-year projections for manhole surcharging, pump station deficiency, and force main flows and velocities.
 - Preliminary Findings – Primary capacity projects from 2014 CSMP addressed, Current and near-term capacity related problem areas are localized, flow triggers identified to trigger construction of larger interceptors to address capacity issues are 10 years out, development in the South and East will drive next set of larger sewer projects. Recommendation is to ensure City has robust flow monitoring system.
- System Condition
 - Gravity Sewers – lots of great data, all integrated into GIS
 - Pressure/Force Main Sewer – hard to do pipe conditions inspections, relevant technology is expensive.
 - Pump Stations – Only assessed 6 stations, good condition
 - Review of Operations & Maintenance data, how processed, utilized, increase efficiency
- CSMP Update

- Preliminary Findings – collection system good condition, maintenance efforts effective, pressure sewer understanding is limited, pump stations in good condition (visual inspection, limited data)
- Risk Matrix Gravity Mains Table shows failure is low and consequences of failure is low
 - Repair and replacement will focus on the highest risks = 10.2 miles of pipe
- CSMP Next Steps include workshops for deficiencies, developing repair and replacement programs, underway with system optimization process, inputting assessment data in GIS systems, evaluation of flow monitoring program.
- Sewer CIP – collection system and water reclamation facility – both have certain needs, must ensure balance available funding. Growth plan will expound on how and where City will grow. Councilor Mendez would like to have water conservation and sewer conversations together. City will look at different flow scenarios to ensure the system can handle flows. Amount of infiltration into system predictions have lowered based on data, positive for capacity.
- Schedule – now presenting findings/ deficiency analysis, in optimization process now, completed in late 10/25, then start CIP which comes back to committee, then Council CSMP and PFP adoption.

3. Private Development Engineering Review Update | Presentation by Chief Operations Officer Russ Grayson and Community and Economic Development Director Colin Stephens

- Development Permitting Background – Engineering Review Timelines – Senate Bill 974 (Mr. Stephens)
 - CDD Permitting Divisions: The Community Development Department is involved in many projects, Engineering involved for longest time. When Development Proposal arrives, Planning, Building, and Engineering sectors respond. Engineering division (18 staff) handles standards and specifications – through entire process – preapplication to after infrastructure complete. Mr. Stephens covers Engineering Division staff.
 - How/Why Does the City Review Engineering Designs
 - Ensure infrastructure is constructed according to standards/specifications so they will function and last appropriately. If not, it's costly.
 - City builds infrastructure 1.) through Engineering Dept (high control) and 2.) through private development (oversite begins after initial design). This is majority of Bend infrastructure. City involved after submitted to Engineering Division.
 - Engineering Permits Tiers
 - Tier 1 – Work in right of way but outside of roadway
 - Tier 2 – In the road but minor.
 - Tier 3 – All new infrastructure that the city will accept as a public asset (streets in a subdivision)
 - Review Times: Tier 1 goal to complete permit= 15 days, Tier 2 = 45 days, Tier 3 = large projects take more time. Consistently 100s of days. Review times are stabilized now, more predictable, satisfying for clients
 - Oregon Senate Bill 974 (2025): shot clock on projects once they are submitted to City. 30-day completeness check (everything must be there) then 120 days to approve or deny. No difference between Tiers. Effective July 1, 2026. Failure to meet timeline can result in court involvement/attorney fees. Applicant can force the approval of permit.
 - What's Next

- Fall 2025- CDD and OPM will access Engineering Division processes and help make changes to ensure compliance. PRO House grant = funding for a consultant to analyze best practices. Overlap with larger Council policy discussion regarding infill development/improvement requirements
- Questions
 - Méndez: How can we lower costs in the process to benefit developers?
Response: Requirements can be burdensome, code written as green field code, room for discussion. To urbanize the city, if not with development, then how?
 - Franzosa: Does it make sense to make people do things that may not be necessary? Response: Need to frame questions and work through options.

4. **Outline of Transportation work session topics** | Presentation by Chief Operations Officer Russ Grayson

- Goals of upcoming Work Sessions – Mr. Grayson covers goals which include ensuring 5-year capital improvement plan is aligned with Council, verifying scope/timing on critical projects, understand proposed changes, and direction for TBOC and CAAB.
- All things are connected – Mr. Grayson draws connections and ensures staff are making these links
- Current 5 –year CIP: 2020 GO Bond Projects – shows several projects and timelines
- 2025 Work Sessions – list/schedule of upcoming sessions. Trying to balance a lot of transportation funding discussions, want to make sure staff is asking appropriate level of questions/ engage with subcommittees.
- 2026 – Upcoming Transportation Council Touchpoints – list of opportunities to touch base: After current wave of large projects, will return to reprioritize, can be iterative
- Work Sessions – August 20th Reed/Bend Review data and recommendations, scope and timing. October 8th - Transportation Funding/Priorities Check-in. GO Bond plan and funding for ODOT, mid-town crossing discussion/direction. Sept. 10th – parking districts, new process. Direction to proceed and prioritization. Transportation funding check-in.
- Sept. 24th Mid-town crossings check-in: Greenwood, Franklin, Hawthorne. Will discuss trade-off as necessary. Next steps: Oct. 15th: Quarterly update – CORE Area investments.
 - i. Franzosa – I would like to remember the TSP and have a presentation about projects, otherwise swayed by loudest voices in the room.
- October 15th: Core Area Investments: Strategic direction for limited TIF revenue.
- November 19th – Reed Market Bridge Update: grant status, Design, timeline, next steps (2026 funding discussion)
- Questions? What does Council need? What questions need to be addressed?
 - i. Perkins: Starting point of why things are on the list, give background, acknowledging issues. If-then scenarios would be helpful.
 - ii. Méndez: What is evidence from other places with wildfires and how have they dealt? What are our options regarding mobility? Design to reduce speed and make crossing safer.
 - iii. Perkins and Franzosa: what does Fire department need to move as needed?
 - iv. Franzosa: GO Bond was supported because it promised to reduce congestion, needs to be clear how that will be accomplished. TSP critical in this.

5. **Next Meeting** – Monday, October 27, 12-2pm

6. Adjourned at 1:40 p.m.



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